## SCHOOL OF CIVIL ENGINEERING



# JOINT HIGHWAY RESEARCH PROJECT

JHRP-79-4

TRAFFIC SPEED REPORT NO. 108

R. P. Guenthner





PURDUE UNIVERSITY INDIANA STATE HIGHWAY COMMISSION



#### TRAFFIC SPEED REPORT NO. 108

TO: Harold L. Michael, Director July 11, 1979

Joint Highway Research Project
File: 8-3-3

FROM: Richard P. Guenthner

Graduate Instructor in Research Project: C-36-10C

Joint Highway Research Project

The attached Frogress Report No. 108 on Traffic Speeds is the report of the January - March 1979 quarterly study of free-flowing automobile and truck speeds on rural, tangent, level sections of Interstate, 4-lane, and 2-lane and on urban interstate highways in Indiana. The report has been prepared by Mr. R. P. Guenthner, a Graduate Instructor in Research on our staff, under the direction of Professor H. L. Michael. The data collection was directed by Mr. G. K. Stafford of our staff.

The results indicate that the average speed for all vehicles is relatively unchanged from the previous quarterly report. The overall average speed for passenger cars had decreased by only 0.5 mph and the average speed for trucks has shown a decrease of 0.2 mph.

Overall trends for the past year indicate relatively unchanged speeds. The exception was the July-September quarter which indicated overall speeds approximately 1 mph lower than the other three quarters.

Copies of the report will be sent to the Federal Highway Administration and the ISHC for review, comment, and acceptance as partial fulfillment of the objectives of this HPR Part I Study. Copies of the report are requested for release to the Indiana State Police and the Indiana Office of Traffic Safety as a normal procedure for these reports.

Respectfully submitted,

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Richard P. Guenthner Graduate Instructor in Research

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## Interim Report

TRAFFIC SPEED REPORT NO. 108

bу

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and

G. K. Stafford Traffic Engineering Technician

Joint Highway Research Project

Project No.: C-36-10C

File No.: 8-3-3

Prepared as Part of an Investigation

Conducted by

Joint Highway Research Project Engineering Experiment Station Purdue University

in cooperation with the

Indiana State Highway Commission

and the

U. S. Department of Transportation Federal Highway Administration

The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of the Federal Highway Administration.

Purdue University
West Lafayette, Indiana
July 11, 1979



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Indianapolis, IN 46	204	

15. Supplementary Notes

Conducted in cooperation with the U. S. Department of Transportation, Federal Highway Administration. Planning Study titled "Speed Trends for Indiana Highways."

16. Abstroct

This report is another in the continuing study of speeds of vehicles on Indiana highways. Observation of spot speeds were taken on interstate, four-lane and two-lane highways throughout the state during the January - March 1979 quarter.

Analysis of the speeds showed the overall average speed for all vehicles was 58.0 mph. The overall average speed for passenger cars and all trucks was 58.3 mph and 57.4 mph respectively. These overall average speeds were 0.5 mph less for passenger cars and 0.2 mph less for trucks than speeds found in the October - December 1978 study (Speed Report No. 107).

17. Key Words		18. Distribution Statement		
Speeds, Highway Speeds Highway Speeds, Speed 55 mph Speed Effect	No. restrictions. This document is available to the public through The National Technical Information Service, Springfield, VA 22161			
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#### TRAFFIC SPEED REPORT NO. 108

This report is an analysis of spot speed observations made between January and March 1979. Due to inclement weather in March, a few observations were made in early April. All observations were of free flowing vehicles on level, tangent sections of rural and urban highways. All observations were made during daylight under favorable weather conditions.

The speed monitoring stations for each highway classification were divided into two groups. The first group is identified as "control stations" and studied from the same locations on selected Federal and State highways as used in previous studies. Seven "primary control stations" are used in each quarterly study. The second group of seven stations is selected at random for each quarterly study. A total of fourteen speed monitoring stations were used for this reported study.

Stations were classified as rural two-lane, four-lane, or interstate, or urban interstate highways. A representative sample of spot speeds was obtained at each station in each classification. The site locations follow and are also shown in Figure A.

## Rural Interstate Highways

*RI-21	(I <b>-</b> 69)	1.6 miles south of S.R.	18
*RI-6	(I <b>-</b> 65)	2.3 miles south of S.R.	56, 50 yards south
		of 27 mile marker	
RI-5	(I-64)	5.35 miles east of S.R.	135
RI-20	(I-69)	2.4 miles north of S.R.	28

## Four-Lane Highways

*4L-32 (U.S.	30) 2.	9 miles west of Wanatak City limit sign
*4L-17 (U.S.	52) 15	0' east of C.R. 475 West
4L-7 (U.S.	40) 11	.9 miles east of U.S. 231
4L-26 (S.R.	9) 2.	55 miles south of S.R. 128

## Two-Lane Highways

*2L-18	(U.S.	35)	2.5	miles	east of I-69
*2L-54	(U.S.	231)	1.1	miles	south of S.R. 234
2L-30	(U.S.	52)	1.1	miles	east of New Palestine
2L-23	(S.R.	28)	1.8	miles	west of S.R. 341

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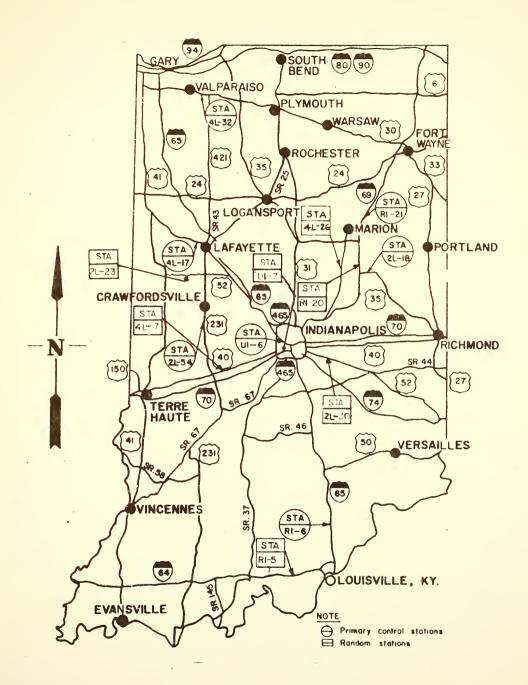


FIGURE A. LOCATIONS OF SPEED - STUDY STATIONS



## Urban Interstate Highways

\*UI-6 (I-65) UI-7 (I-70) Just east of White River 0.6 miles east of I-465 west leg

\*Primary Control Stations.

The vehicles were classified as Indiana or Non-Indiana Passenger Cars and Light (less than 5,000 lbs. gross weight) or Heavy (equal to or more than 5,000 lbs. gross weight) Trucks. The analysis was performed as classified and combined, passenger cars or trucks.

The maximum speed limit is 55 mph at all speed monitoring stations.

### Equipment and Field Procedure

The observations for this study were obtained by use of a Radar Speed Meter. The meter was located in a van type vehicle parked as a disabled vehicle on the right shoulder or as a normally parked vehicle in an access driveway to the road. The van was equipped with one-way vision windows on the side facing traffic and the rear window was shutterred so that approaching vehicles could not observe the speed measurement process. The observers were also equipped with CB radio equipment so as to monitor possible radio notification of the speed measurement and of police vehicles in the area. When any such incidents occurred speeds were not taken for at least a 15 minute period following. Such periods rarely occurred on other than interstate roads where they occurred frequently.

The speed was measured at a distance from the van so that the angle of measurement with the highway center line was always less than 10°. No corrections of speeds were necessary at these small angles. At the beginning of the study the accuracy of the meter was checked and any constant discrepancy of readings was corrected accordingly.



#### RESULTS OF ANALYSIS

The data collected were analyzed and are summed in Tables 1 to 14 in the Appendix. Tables 15, 16, 17, and 18 summarize the data for rural interstate, four-lane, two-lane, and urban interstate highways, respectively. Table 19 is the summary for all highways. Tables 20 through 34 are summaries in FHWA format which that organization requires.

The overall speed trends for this study are as follows:

All Vehicles	JanMar. 1979	OctDec. 1978	July-Sept.	April-June 1978
Average 85 Percentile Percent exceeding 55 mph	58.0 63.1 69.2	58.3 63.0 72.3	57.2 61.9 64.7	58.1 62.9 70.0
Percent exceeding 60 mph	31.3	33.0	25.1	31.0
Percent exceeding 65 mph	8.5	8.5	6.0	8.0

The average speed for each classification of vehicles on each type of highway for this study was as follows:

	Interstat	.e	Other Four Lane	Two Lane
	Urban	Rural	Rural	Rural
Passenger Cars:				
Indiana	58.8	60.4	56.8	57.3
Non-Indiana	59.2	60.4	58.1	58.8
All Passenger Cars	58.8	60.4	56.9	57.4
85 Percentile (all)	62.6	64.5	62.1	62.8
Trucks:				
Less than 5,000 lbs.	57.9	59.1	56.4	56.8
5,000 lbs. or more	56.9	60.4	56.2	55.2
All Vehicles:				
Average	58.2	60.2	56.7	56.9
85 Percentile	62.2	64.6	62.0	62.3



The percent of vehicles exceeding the speed limit (55 mph) for each classification of vehicle and each type of highway was as follows:

	Intersta			Two Lane	
	Urban	Rural	Rural	Rural	
Passenger Cars:					
Indiana	79.0	87.0	60.5	61.8	
Non-Indiana	78.3	83.9	75.0	75.6	
All Passenger Cars	78.9	86.1	61.9	62.8	
Trucks:					
Less than 5,000 lbs.	72.5	78.4	60.8	57.5	
5,000 lbs. or more	68.2	86.1	58.0	47.7	
All Vehicles:	75.3	85.0	61.0	58.9	

The percent of vehicles traveling more than 5 mph above the speed limit (exceeding 60 mph) for each case was as follows:

	Intersta	te	Other Four Lane	Two Lane
	Urban	Rural	Rural	Rural
Passenger Cars:				
Indiana	30.0	46.2	23.8	26.3
Non-Indiana	28.3	47.3	27.9	37.2
All Passenger Cars	29.8	46.6	24.2	27.1
Trucks:	·			
Less than 4,000 lbs.	28.1	40.0	23.1	26.8
5,000 lbs. or more	22.8	49.8	22.3	19.5
All Vehicles:	27.9	46.4	23.7	25.6



The percent of vehicles traveling more than 10 mph above the speed limit (exceeding 65 mph) for each case was as follows:

	Inte	erstate	Other Four Lane	Two Lane	
	Urban	Rural	Rural	Rural	
Passenger Cars:					
Indiana	6.0	13.0	6.5	9.4	
Non-Indiana	10.0	13.9	8.7	14.1	
All Passenger Cars	6.5	13.3	6.7	9.7	
Trucks:					
Less than 5,000 lbs.	3.6	9.2	5.0	7.1	
5,000 lbs. or more	3.7	14.1	4.3	4.3	
All Vehicles:	5.3	12.9	5.9	8.2	

### Summary and Conclusions

Overall average speed for all vehicles and passenger cars in the January - March 1979 study were found to be 58.0 and 58.3 mph, respectively. These overall average speeds for all vehicles and passenger cars are respectively 0.3 and 0.5 mph below the results of the October - December 1978 study. The overall average speeds for all trucks and heavy trucks in this January - March 1979 study were found to be 57.4 and 57.6 mph respectively. These figures show a 0.3 and 0.2 mph decrease over the previous quarter. The conclusion can be made that these changes are relatively insignificant.

Table A presents a comparison of the overall speed results with that of the previous three studies. It may be noted that the overall speeds are very stable for the January - March 1979, the October - December 1978, and the April - June 1978 studies. However, the July - September 1978 indicates that the speeds for that quarter were about 1 mph lower for all classes of vehicles.

A comparison of January - March 1979 speed data with that for other recent periods for each type of highway is shown in Tables B, C, D, and E.



These tables show that the changes in speeds from the previous quarter are about the same for interstate highways as for all highways. One exception is that heavy trucks showed an increase in speed of 0.5 mph on rural interstate.

However, Table D indicates that speeds have dropped on other four lane highways for all vehicle classifications. Passenger cars showed a drop in speed of 1.1 mph from the October - December 1978 study. Heavy trucks were down in speed by 2.1 mph over the same time period.

Table E indicates that speeds over the last two studies are rather stable on two lane highways. The largest change is a drop of 0.5 mph for out-of-state passenger cars.

Table A Comparison of the Overall Speed Results

J	anMarch 1979	OctDec. 1978	July-Sept. 1978	April-June 1978
Average:				
All Passenger Cars	58.3	58.8	57.6	58.4
Heavy Trucks	57.6	57.8	57.3	57.9
All Trucks	57.4	57.7	56.8	57.6
85 Percentile:				
All Passenger Cars	63.2	63.2	62.1	63.1
Heavy Trucks	63.2	62.9	62.2	62.7
All Trucks	63.0	62.7	61.7	62.7
15 Percentile:				
Heavy Trucks	51.5	51.6	51.6	52.1



Table B
Average Speeds on Interstate Highways (Urban)

	JanMarch 1979	OctDec. 1978	July-Sept. 1978	April-June 1978
Passenger Cars:				
Indiana	58.8	59.3	58.0	59.2
Non-Indiana	59.2	59 <b>.</b> 7	57.9	57.9
All Passenger Ca	rs 58.8	59.3	58.0	59.1
85 Percentile (a	11) 62.6	62.9	62.1	62.9
Trucks:				
Less than 5,000	lbs.57.9	58.7	56.5	58.4
5,000 lbs. or mo	re 56.9	57.8	56.8	57.7

Table C
Average Speeds on Interstate Highways (Rural)

	JanMarch 1979	OctDec. 1978	July-Sept. 1978	April-June 1978
Passenger Cars:				
Indiana	60.4	60.8	58.5	60.5
Non-Indiana	60.4	60.6	60.1	60.5
All Passenger Ca	rs 60.4	60.7	59.2	60.5
85 Percentile (a	11) 64.5	64.7	63.1	64.9
Trucks:				
Less than 5,000	lbs.59.1	59.4	58.2	59.3
5,000 lbs. or mo	re 60.4	59.9	59.4	60.0



Table D
Average Speeds on Other Four-Lane Highways

J	anMarch 1979	OctDec. 1978	July-Sept. 1978	April-June 1978
Passenger Cars:				
Indiana	56.8	57.8	56.9	57.5
Non-Indiana	58.1	59.5	57.5	58.2
All Passenger Cars	56.9	58.0	56.9	57.6
85 Percentile (all	) 62.1	62.6	61.6	62.2
Trucks:				
Less than 5,000 lbs	s. 56.4	56.9	55.4	57.2
5,000 lbs. or more	56.2	58.3	56.2	5 <b>7.</b> 9

Table E
Average Speeds on Two-Lane Highways

J	anMarch 1979	OctDec. 1978	July-Sept. 1978	April-June 1978
Passenger Cars:				
Indiana	57.3	57.3	56.4	56.5
Non-Indiana	58.8	58.3	56.2	57.5
All Passenger Cars	57.4	57.4	56.4	56.8
85 Percentile (all	62.8	62.0	61.0	61.6
Trucks:				
Less than 5,000 lbs	s. 56.8	56.6	55.0	55.3
5,000 lbs. or more	55.3	<b>54.</b> 9	55.5	54.9







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TABLE\_5\_SPEED DATA





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TABLE\_9\_SPEED DATA



TABLE\_10\_SPEED DATA

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TABLE\_11\_\_SPEED DATA



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STATION2L_23	NO. OF LANES	THIS OB DA TI			SERVATIO	UMBER OF VEH	SPEED_CM	TANDARD DEVI	-57-	-22-	-34-	-39	PERCENT 44-	54-	-54	RAVELING 59	0R64	LESS THAN 69	72-	-22-		200	KE CIION	MBER OF VEHI	EKAGE SPEE	RECTION	NUMBER OF VEHI	ERAGE SPEE	

TABLE\_12\_SPEED DATA



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TABLE\_\_13\_SPEED DATA

STATION\_UIT6

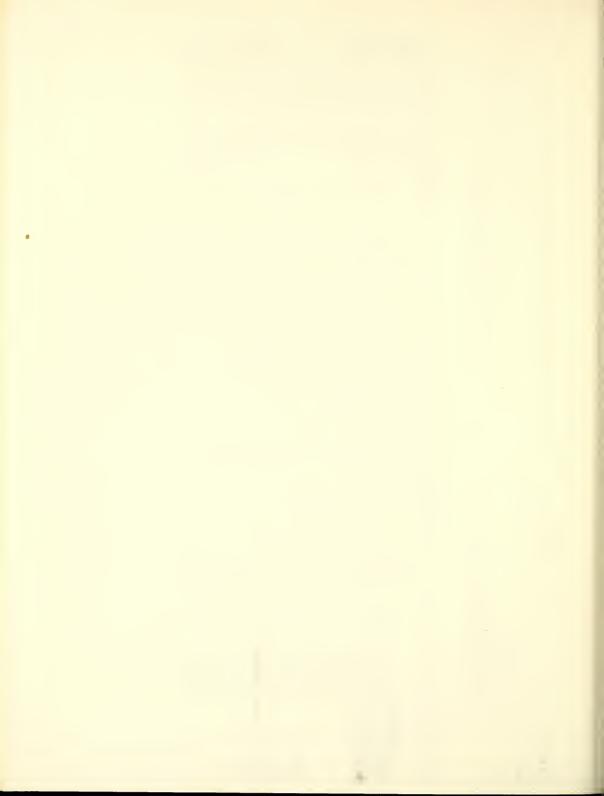


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LOCATION \_\_see\_individual stations

HIGHWAY\_2lane

STATION\_\_ZLALL\_\_\_\_

TABLE\_17\_SPEED DATA



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Table 20 Monitoring of Speed (Statistical Summary)

[X] Quarterly Report -- Calendar Quarter Ending March 31, 1979

☐ Annual Report--Year Ending

STATE Indiana

	Miles	Number	Number	Duration of Measurement	Average	Median	85th Percentile	Motor	Percent of Motorists Exceeding	eding
		Monitor	Vehicles Measured	Session (Hours)	Speed (MPH)	Speed (PPH)	Speed (MPH)	55 MPH	09 Haw	65 HTM
Interstate Urban	218	. 2	850	2.8	58.2	57.9	62.2	75	28	7.7
Interstate Rural	849	7	1,729	8.5	60.2	59.6	64.6	85	46	13
Multi-lane, Divided	657	7	1,733	13.6	56.7	56.3	62.0	61	24	9
Nulti-lane, Undivided				(Included in multi-lane, divided classification)	multi-1	ane, div	rided classi	ficati	(uc	
2-Lane, Rural	8,030	7	1,719	10.9	56.9	56.2	62.3	59	25	8
State Total	9,754	14	6,031	35.8	58.0	57.5	63.1	69	31	∞



## TABLE\_21\_

## SPEED MONITORING STATION SUMMARY

HIGHWAY	HIGHWAY CATEGORYINTERSTATE < RURAL
STATION	STATION NUMBER_RI_6LOCATION_I_65_2.3 miles_south_of_SR_56
NUMBER	NUMBER OF SESSIONS_1_DATES4_5_79VEHICLES MEASURED_447
AVERAGE	AVERAGE SPEED (MPH) _65.2_ STANDARD DEVIATION _4.5_
MEDIAN	MEDIAN SPEED (MPH) _60_0_ 85TH PERCENTILE SPEED (MPH) _64±6_
PERCENT	PERCENTAGE OF VEHICLES EXCEEDING:

----50----

H9M 09\_\_\_\_89\_\_\_\_

55 MPH



TABLE \_22\_

SPEED MONITORING STATION SUMMARY

MEDIAN SPEED (MPH) $-58.9$ 85TH PERCENTILE SPEED (MPH) $-63.5$	AVERAGE SFEED (MPH) _59_2_ STANDARD DEVIATION _4_9_	STATION NUMBER_RI-21_LOCATION_I-69 1.6 miles south of SR 18	HIGHWAY CATEGORYINTERSTATERURAL
			1

9

HdW 59-

39\*--

Hdw 09- -- 62

55 MPH



MEDIAN SPEED (MPH) \_59\_6\_ 85TH PERCENTILE SPEED (MPH) \_64\_8\_ NUMBER OF SESSIONS 1 DATES 4-9-79 VEHICLES MEASURED 431 HIGHWAY CATEGORY \_\_\_INTERSTATE < RURAL \_\_\_\_\_\_\_ STATION NUMBER RI-5 LOCATION I-64 5.35 miles east of SR 135 STANDARD DEVIATION \_5.5\_ PERCENTAGE OF VEHICLES EXCEEDING: AVERAGE SPEED (MPH) \_60.3\_

84---63 MPH ----47---65 MPH ----14---



85TH PERCENTILE SPEED (MPH) \_65\_1\_ NUMBER OF SESSIONS\_1\_DATES\_3-21-79\_\_\_\_VEHICLES MEASURED\_424\_\_ STATION NUMBER\_RI\_20\_LOCATION\_I-69\_2.4\_miles\_north\_of\_SR\_28\_ STANDARD DEVIATION \_5.2\_ HIGHWAY CATEGORY \_\_\_INTERSTATE \_ RURAL \_\_\_\_ PERCENTAGE OF VEHICLES EXCEEDING: AVERAGE SPEED (MPH) \_60.6\_ MEDIAN SPEFD (MPH) 59.9

55 MPH \_\_\_\_\_65 MPH \_\_\_\_\_65 MPH



STATION NUMBER 4L-17\_LOCATION\_US 52, 150' east of CR 475W, Tippecano Co. HIGHWAY CATEGORY \_\_\_\_MULTI-LANE, DIVIDED (RURAL) 85TH PERCENTILE SPEED (MPH) \_6125\_ NUMBER OF SESSIONS\_1\_DATES\_\_3-12-79\_\_\_VEHICLES MEASURED\_442\_\_ STANDARD DEVIATION \_5-9\_ PERCENTAGE OF VEHICLES EXCEEDING: MEDIAN SPEED (MPH) \_56.5\_ AVERAGE SPEED (MPH) \_56.4\_

\* 55 MPH \_\_\_\_\_60=\_\_60 MPH \_\_\_\_\_24=\_\_65 MPH \_\_\_\_\_3=\_\_\_



STATION NUMBER 4L-32 LOCATION US 30, 2.9 miles west of Wanatah City limit sign 85TH PERCENTILE SPEED (MPH) \_63\_2\_ NUMBER OF SESSIONS\_1\_DATES\_4\_6\_79\_\_\_\_VEHICLES MEASURED\_429\_\_ STANDARD DEVIATION \_5.3. HIGHWAY CATEGORY \_\_\_\_MULTI-LAME - DIVIDED \_ (RURAL) \_\_\_\_ PERCENTAGE OF VEHICLES EXCEEDING: AVERAGE SPEED (MPH) \_58\_4\_ MEDIAN SPEED (MPH) \_57=7\_

32. 65 MPH

Hdw 09----52----



85TH PERCENTILE SPEED (MPH) \_62\_8\_ NUMBER OF SESSIONS 1 DATES 3-13-79 VEHICLES MEASURED 420 STATION NUMBER 4L-7\_LOCATION\_US 40, 11.9 miles east of US 231 STANDARD DEVIATION \_613\_ HIGHWAY CATEGORY\_\_\_\_MULTI-LANEZ\_DIVIDED\_(RURAL)\_ PERCENTAGE OF VEHICLES EXCEEDING: AVERAGE SPEED (MPH) \_57.2\_ MEDIAN SPEFD (MPH) \_56.6\_

55 MPH \_\_\_\_\_64\_\_\_60 MPH \_\_\_\_\_26\_\_\_\_65 MPH



13.\_\_\_65 MPH

Hdw C9---275----



----28 ---- 65 MPH

Hdw 09-----



SPEED MONITORING STATION SUMMARY

MEDIAN SPEED (MPH) \_56.8\_ 85TH PERCENTILE SPEED (MPH) \_63.2\_ NUMBER OF SESSIONS\_1\_DATES\_3-16-79\_\_\_VEHICLES MEASURED\_432\_\_ STATION NUMBER 2L-54 LOCATION US 231, 1.1 miles south of SR 234 STANDARD DEVIATION \_6.0\_ HIGHWAY CATEGORY \_\_\_\_IWO=LANEZ\_RURAL\_\_\_\_\_ PERCENTAGE OF VEHICLES EXCEEDING: AVERAGE SPFED (MPH) \_57.3\_

----<u>27</u>----65 МРН

61---60 МРН



TABLE 31-

Z RURAL	STATION NUMBER 2L-30 LOCATION US 52, 1.1 miles eas t of New Palestine	NUMBER OF SESSIONS_1_DATES_3-15-79VEHICLES MEASURED_437	STANDARD DEVIATION _628_	85TH PERCENTILE SPEED (MPH) _60.2_	DING:
HIGHWAY CATEGORYIWO=LANEZ RURAL	STATION NUMBER_2L=30_LOCATIO	NUMBER OF SESSIONS_1_DATES	AVERAGE SPEED (MPH) _54.7_	MEDIAN SPEED (MPH) _54=1_	PERCENTAGE OF VEHICLES EXCEEDING:

43---60 мРН ----16---65 МРН ---



STATION NUMBER 2L-23 LOCATION SR.28, 1.8 miles west of SR.341 MEDIAN SPEED (MPH) \_57.1\_ 85TH PERCENTILE SPEED (MPH) \_63.8\_ NUMBER OF SESSIONS\_1\_DATES\_3-22-72\_\_\_VEHICLES MEASURED\_424\_\_ HIGHWAY CATEGORY\_\_\_\_IWO\_LANEZ\_RURAL\_\_\_\_\_\_ AVERAGE SPEED (MPH) \_58\_3\_ STANDARD DEVIATION \_6\_3\_ PERCENTAGE OF VEHICLES EXCEEDING: 55 MPH \_\_\_\_\_68.\_\_60 MPH \_\_\_\_32.\_\_65 MPH \_\_\_\_13.\_\_



TABLE 33

SPEED MONITORING STATION SUMMARY

ITE Z LURBAN.	STATION NUMBER UI-6_LOCATION I-65, just east of White River	NUMBER OF SESSIONS_1_DATES_3-27-79VEHICLES MEASURED_422	STANDARD DEVIATION _4=6_	MEDIAN SPEED (MPH) _57_5_ 85TH PERCENTILE SPEED (MPH) _61_8_	:9X10:
HIGHWAY CATEGORYINIERSTATE _ URBAN	STATION NUMBER UI = 6 LOCATIO	NUMBER OF SESSIONS 1 DATES.	AVERAGE SPEED (MPH) _57.9_	MEDIAN SPEED (MPH) _57.5_	PERCENTAGE OF VEHICLES EXCEEDING:

74. 60 MPH \_\_\_\_25. \_\_65 MPH \_\_\_\_



TABLE . 34

# SPEED MONITORING STATION SUMMARY

HIGHWAY CATEGORYINTERSTALEURBAN	
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55 MPH \_\_\_\_\_2Z\_\_\_\_60 MPH \_\_\_\_314\_\_\_65 MPH





